

## Picture of the Month



*The Boeing 747, affectionately known as the "whale," was equipped with a 5<sup>th</sup> engine pod for transporting spare engines to wherever needed. TWA photo.*

## Memories of Flying the "whale"

**By Captain Jeff Hill, Sr., TWA  
1964-1997**

When U.S. airlines began flying jet airliners around 1960, they were greeted with mixed emotions. The British Comet, which grabbed headlines in the 1950s, had suffered a series of tragic, catastrophic in-flight breakups that caused considerable suspicion and reluctance with regard to the public's acceptance of 'jetliners'. But, the 'jetliners' came of age in the '60s and quickly took over.

When the next big innovation, the so called 'jumbo jets,' came on the scene in 1970, there was an eager, worldwide explosion of enthusiasm!

Although I was too junior to even sneak a feel of a Boeing 747 yoke, I dreamed of the day I would actually take command of one—I had to wait

twenty years.

Pan Am flew it's first 747 flight from New York to London in January 1970 and TWA flew it's first, Los Angeles to New York, in February of the same year. It wasn't long before the 'seven four' and, shortly thereafter, the L-1011, replaced the 707 on all our long range flights.

Checking out on the seven four was not a radical transition as I had already been flying a 'wide body' (the L-1011) for four or five years. In fact, in some respects it was a step backwards as our seven fours were among the very first off the production line and their avionics and automatic flight systems were already antiquated. It was Cat II capable but Cat III was way out of it's league. And the cockpit (one would

## Editor's Note

Did you ever think you would see an advertisement on TV for the Experimental Aircraft Association?

I recently came across a general aviation TV show called *The Flightline*. I don't know why no one told me about this before now but it is already in its third season and I only just found out about it.

This 30-minute show hosted by Mark DeJoy and Paul Jackson is a dream come true for aviation enthusiasts. It features stories on everything from gyrocopters to warbirds. It airs on Saturday mornings at 8:00 a.m. CT on the Velocity Channel (<http://www.theflightline.tv>).

We usually record the shows and watch them later and always fast forward through the ads - but while I was doing that something caught my attention. I rewound and saw that the EAA has a TV ad appealing to viewers to support the repairs needed for their B-17, *Aluminum Overcast*. It sustained significant damage during a hail storm in Denver, CO. The damage includes over 1,000 dents in the aircraft's sheet metal surfaces and estimates for complete repairs came in at \$525,000.

I hope the advertising works but in any case it is great publicity for the organization. If you would like to support the B-17 repairs you can make a donation at <http://www.eaa.org/support/b17repair.asp>.

The EAA and Vice President of Chapters and Youth Education, Jeff Skiles, also were recently featured on an episode of *American Pickers* (History Channel, Monday's at 8:00 CT). The show's hosts travelled to Oshkosh to pick through the EAA's surplus items for sale in the Red Barn.

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Beth Rehm, Editor

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expect big plane = big cockpit) was not so big. It was about the same as the 707, only longer to accommodate a crew rest bunk.

The more senior types had told me over the years that flying the seven four was just like flying a great big 707—and it was true. So, what's it like to fly a 'great big 707'? There are some interesting differences and they mostly have to do with the geometry of the airplane. When I land my Aeronca, I am only inches above and forward of the main landing gear. In a 747, the pilot is about thirty feet above the ground (the height of a three story building) and over twenty feet forward of the nose landing gear. In a 90° turn, the cockpit will be nearly twenty feet beyond the pavement out over the grass. We were not allowed to attempt more than a 90° turn on intersecting taxiways/runways.

One also had to make certain that the aircraft did not attempt taxiing on any airport surface not stressed for wide body aircraft. Not a big problem at places like ORD and JFK, but one had to use caution at secondary airports, like Oshkosh (OSH), Rockford (RFD), etc.

The landing touch down target for wide bodies is the 1,500 foot mark (three stripes on either side of the runway centerline). Now, when we land our light planes on the 500 foot mark, we expect that *most* of the airplane is at that point—not so with a wide body. If the pilot used the 1,000 foot mark in the 747, the main gear

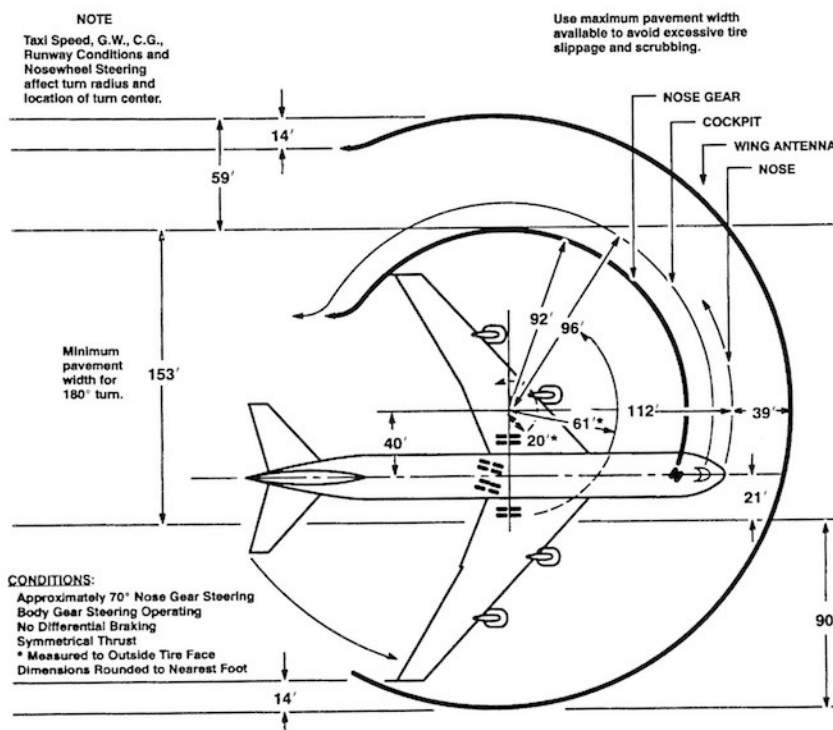


Diagram of the turn radius on the Boeing 747.

would clear the runway threshold by only 4 feet! Using the 1,500 foot mark, the main gear would clear the threshold by 72 feet and if one used the 500 foot aiming point it would be a case of first class arriving at the destination well before coach!

It was surprisingly easy to make consistently good landings. The pilot not flying would call out 50 feet on the radio altimeter at which point the flare was initiated, then, 40, 30, 20 and 10. The airplane was so heavy that it did not bounce easily and the main landing gear was so beefy it would absorb a pretty hard landing without a crunch. We used to say it had a

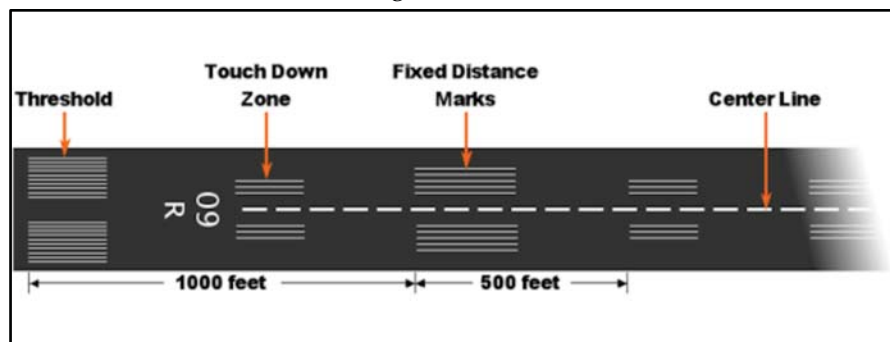
'screw-up factor' of about ten; of course every once in awhile you used it all...

When taxiing, the pilot was so far away from fixed ground references, it was easy to get going way too fast. To a newbie, what looked about right might turn out to be 40 or 50 mph and there was more than one 747 put in the mud attempting a turn at too high a speed. The fix was to select ground speed on one of the Inertial Navigation System (INS) and using it to check the speed when taxiing.

My first really good look at the airplane was during training in New York, on our walk around at our JFK Hangar 12. The plane was in for heavy maintenance so it was pretty well torn apart. They were cleaning the center (fuselage) fuel tank which had a capacity of 86,000 pounds in the dash 100 (over 12,800 gallons) and it was big enough to sleep six comfortably if it were a cabin in the woods.

The cargo holds were big enough

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Runway markings.

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to accommodate several of the large container pods that you see today. There was an 'attic' above the main passenger cabin that I hear was occasionally an R&R area for some flight attendants. They say you had to be careful where you stepped so as not to come crashing down through a ceiling panel. Our instructor sat us in the pilot's seats and said he would walk out in front of the plane and when we could see each other he would motion for us to come down. I was surprised to see that he was every bit of 30 feet ahead of the nose before he was in sight. This was a good lesson on why we must always heed instructions from the ground signal man who can see the 'big picture'. No part of the airplane is visible from the cockpit.

None of the cockpit windows opened. The nearest exit with an escape slide was the upper deck galley service door. There was a small escape hatch above the jump seat immediately aft of the captain's seat with five inertia reels that would, hopefully, slowly lower you to the ground. They did not make us do this in training—had they required it, two thirds of the class would have opted for early retirement and the rest might still be hanging by their belts from a pitot mast!

And, just a little secret—I've had more than one hushed barroom conversation with other 747 pilots where we confided to each other that we thought the 747 was a heck of a lot more fun to taxi around the airport than it was to fly!

*Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.*

## Learning to Fly at 68 (Part 2)



*Ed Moricoli with a Piper Comanche at Poplar Grove Airport, one of several airplanes he got stick time in before he ever took an "official" flying lesson.*

**By Ed Moricoli**

Before I move along with my story about getting my private pilot's license, I have a confession to make regarding my procrastination on taking flying lessons.

The first reason was I had a heart attack in 2007 at which time I had five stints put in me. Then in 2010 I had another attack because of a blocked stint in my heart! I am doing just fine now and have had no further problems since then. However, you can imagine my concern regarding passing a medical with the FAA.

The second reason for my procrastination was the cost of obtaining the license. I will report the outcome of my medical at a later date, as for the cost I am doing the best I can!

Some of the older sages with licenses may ask why not get a sport license? JB Aviation doesn't have a sport aircraft to train in (however that will change in March 2013) and I didn't care to drive to Poplar Grove Airport to do my training. Now that I

have confessed part of my soul to you, I will continue on my journey.

In June 2011, my mentor Mr. Anderson suggested that I get a log book because by that time I had some hours in the J-3 Cub and it would *look good* on my record with an examiner, so I did. My first logged flight was in Neil's Yak 52 (63YK) on June 12th. Let me tell you what a thrill that was! Going from a J-3 to a Yak 52 was quite an experience and on top of that I actually got to fly it!

From June to September I logged 10.6 hours in the J-3, the Yak 52 and a Piper Comanche. The Comanche belongs to a friend of mine out of Poplar Grove.

At the end of July 2011 my wife Mary and I attended our first EAA AirVenture in Oshkosh, WI; what a surprise we were in store for!

First, never having been there before, we weren't sure how to get around but I had a map so off we went on foot to our first destination. Wouldn't you know it we found out

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later there were buses that could have taken us to the main part of the grounds and it was in the 90's! There we were, the two of us in our 60's, hoofing it to where we wanted to go!

Our first destination was the Warbirds area (go figure) and I thought I was in seventh heaven! I have never seen anything like it. The annual Oshkosh show offers something for everyone; even if you don't own an airplane or you are not a pilot, the static displays and the daily air shows are quite the experience!

Back at Galt I had been talking with Justin Cleland about taking lessons and it finally was time to, well you know the old saying &%\*# or get off the pot? So on September 24, 2011, I had my first "official" lesson, much to the delight of my old nag, Mr. Anderson.

The weather that day was iffy at best because of rain showers in the area. Only folks who have been through their first flying lesson can truly understand what was going through my mind that day.

Something like "holy cats and jammers what have I gotten myself into?"

I must say that Justin was *extremely patient* with me even though I had a choke hold on the yoke! With that said everything went well for the first time out, however rain was coming in and the flight had to be cut short.

For the next six months weather would be my nemesis along with Neil kidding me that whenever I scheduled a flight lesson it would undoubtedly get cancelled because of poor weather conditions, which meant he couldn't fly either!

To be continued next month.

*Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.*



Scan this QR code with your smartphone to see the AOPA Air Safety Institute's guide to a passenger safety briefing.



Click [here](#) if you don't have a smartphone.

## Galt Traffic Classifieds



### PARTNERS WANTED FOR CESSNA 182Q

Looking for partners for a low time, 1977 C-182Q Skylane with no damage history based at Galt Airport (10C). N735ZH. IFR. 2639 Total Time. 91 SMOH at Poplar Grove Airmotive. Prop 205 SOH. EDM 700 engine

analyzer. Garmin 496 GPS. New bladders 2012. New leather interior and upper trim. Very nice paint. Fresh annual July 2012 at JB Aviation. Previous owner did \$50,000 plus last couple years. Sold because of lost medical. For more information please call Ed Pudlo at 847-507-6962 or Justin Cleland at 815-648-2433.

### SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

### BUY A CHAPTER 932 MUG OR HAT

We are now selling various items featuring the new chapter logo. We have EAA Chapter 932 coffee mugs for \$8.50 each and baseball hats for \$22.

If you have an idea for something else you'd like to buy with a chapter logo on it, please let me know. You can buy the mugs and hats at chapter meetings or any time you see me at the airport!

If you want to reserve an item just send me an email at [editor@eaa932.org](mailto:editor@eaa932.org).

# Professional Opinions

## VFR Versus IFR; Nose to Nose on the ILS

By Captain Eric Rehm, CFII

I was thinking about instrument training the other day. Not sure why but it might have had something to do with the Editor in her column last month declaring her intent to pursue her instrument rating!

When I was an active flight instructor in Dallas back in 1995, I was the only CFII at my school and by the fall of that year, I had quite a few instrument students. Dallas wasn't the most conducive environment for flight in IMC (instrument meteorological conditions) as most days were at least partially sunny but when the low clouds did come rolling in, my phone would ring off the hook with my instrument students clamoring for some actual time in the soup. I remember one cloudy fall day particularly well.

My flight school was based at Addison Airport (ADS) which is in the middle of the Dallas Metroplex and the Dallas-Fort Worth International Airport (DFW) Class B airspace. This made training in actual instrument conditions a bit challenging because ATC really didn't want to deal with IFR training flights. They had enough traffic to deal with without the hassle of multiple practice approaches at multiple local airports.

In an effort to accommodate my students and ATC I would file an IFR flight plan from ADS to Denton Airport (DTO) and back, a round trip of about 46 miles. It was not a long

flight but it did allow the student to fly enroute a bit as well as to shoot two approaches as ATC would allow one approach at each airport. I could also get a few of these trips done in one day.

I don't remember who I was flying with that day but I do remember the flight was in our trusty IFR trainer N172DM, a Cessna 172 that was equipped with 2 VORs and a DME.

We didn't have anything fancy like GPS much less TIS (Traffic Information Service) back then but as it turned out, it sure would have been handy.



*One of Addison Air Training's Cessna 172s affectionately known as "Delta Mike."*

The flight started out well. As I recall my student was doing an excellent job of flying, navigating and communicating with ATC and I was basically just there as an observer. We were vectored onto the ILS 18 at DTO, which was an uncontrolled field at the time. I distinctly remember the approach controller giving us our final vector onto the localizer, approach clearance and authorization to switch over to the

common traffic advisory frequency (CTAF). He also told us he was showing traffic at DTO.

That last part got my attention. The ceiling was less than 1000 feet so there should not have been any VFR aircraft in the traffic pattern and ATC was not talking to this aircraft so it was not on an IFR flight plan. I almost asked for vectors away from the area but decided against it.

My student intercepted the localizer course and started to descend along the glide slope. (The localizer is a radio beam that provides the pilot with lateral guidance and the glide slope is a radio beam that provides vertical guidance. These radio beams are extremely accurate and guide you down to within 200 feet of the ground on centerline.) He also made a call on Unicom stating our position and intention. I should also mention that we were solidly in the clouds.

At this point a person with a heavy Indian accent made a call on the Unicom frequency saying he was a Cessna 310 and that he just took off at

DTO and was on the procedure turn outbound. (A procedure turn is a standardized way to reverse course on an instrument approach. On this particular approach the procedure turn required the pilot to fly outbound on the inbound course.)

My student looked at me with eyebrows raised. I told him to keep flying and then I got on the radio and asked this guy if he was in the clouds.

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# Airport Technicalities

**A monthly report from Justin Cleland, Airport Manager, Galt Airport.**

Over the last few weeks, Brian has been working day and night on upgrades to our Cessna 172M, N6782H. I'm pleased to announce that all of his hard work has paid off with a new panel mounted intercom, GPS, and windshield! We're very excited about how it turned out. If you'd like to take a look (or go for a flight) let me know and we can go press all the new buttons!

It's actually been pretty quiet around Galt for the last few weeks. The first cold snap of the year slowed all of our flying down considerably, and the lack of snow has kept all of our plowing equipment tucked-away in the grounds buildings. I read that

the 1.1 inch snowfall we got on the 25<sup>th</sup> was the most snow we've had in 335 days. It's hard to believe that's even possible! I'm certainly not complaining though, it's way better than "Snow-maggedon!"

As far as the airport sale is concerned, there really hasn't been much activity to report. We did have one more interested buyer come out and take a tour a few weekends ago but, as of this writing, I haven't heard an update on whether or not anything came of that. I can tell you that this last tour was the final one on the bank's list of "serious" buyers so, I think it's reasonable to assume that we'll have an update on that very soon.

Finally, since we're now pushing into February, I think we can officially start to look forward to the Spring

flying season. We have gathered quite a bit of interest in the possibility of JB leasing back a Light Sport airplane to our flight school. If you, or anyone you know, would like to pursue a Light Sport rating (or even a check out), please let me know. We're excited about getting going with this over the next few months, I think it'll be a great addition to our training fleet!

## Flight School News

Congratulations to Galt Flight School student, **Britt Mata**, who was recently accepted into the Southern Illinois University Aviation Program where she plans to pursue a professional pilot degree. Britt is learning to fly with Galt Flight Instructor, **Dick Wydra**.

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Surely I thought no one could be stupid enough to fly in the clouds blindly and on an instrument procedure without the proper clearance. I figured he must be scud running and using the localizer as a guide. To my amazement he replied, and I'll never forget this, "oh yes, I am most definitely in the clouds." He sounded really happy and completely oblivious to the danger we were both in as at that moment we were on a collision course, nose to nose while completely blind in the clouds!

I thought about asking him what altitude he was at but then thought better of it since if he were flying a proper procedure turn he would be climbing and we were descending and our closure rate was 200+ knots. I instructed my student to immediately start a climb and make a

left turn off the localizer course. This was a non-standard procedure and a no-no in the IFR world but I figured it was better than continuing on the ILS. I knew the terrain around the area and knew we would not hit any obstacles and I was pretty sure we would not hit another plane. At any rate it was better odds than flying down an ILS with someone coming right at you. We called the same ATC controller who had cleared us for the approach on the departure frequency. We let him know the situation and informed him we were ready to get the heck out of there. He didn't seem all that perturbed and sent us back on our way to ADS where my student shot another ILS and we landed uneventfully.

In all of my years of flying I have never run into a situation like that again thankfully. These days with the advent of traffic information systems

like TIS, pilots are much more situationally aware. Had I had TIS back then I never would have accepted vectors onto the ILS.

Regardless, I think it is safe to say that not all pilots follow the rules or even know all the rules so it is important to stay vigilant and maintain situational awareness. I never heard that pilot and his distinctive voice on the radio again and thankfully there were no headlines on the news that night about a mid-air collision. Hopefully that pilot learned what he was doing was wrong and dangerous or just quit flying.

***Eric Rehm** is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.*





# Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

This month Brian has come up with another weight and balance puzzle that tests your expertise in correctly transporting colored circles on your airplane!

*Disclaimer: GT does not recommend balancing colored circles on the cowling due to the reduced visibility issue. However, we do not see a problem with balancing them behind the cockpit. But we are wondering why you couldn't just put those in the baggage compartment!*

If you think you know the answer and you would like to win an item of Galt/JB Aviation gear, please email your guesses to Brian at [maintenance@galtairport.com](mailto:maintenance@galtairport.com).

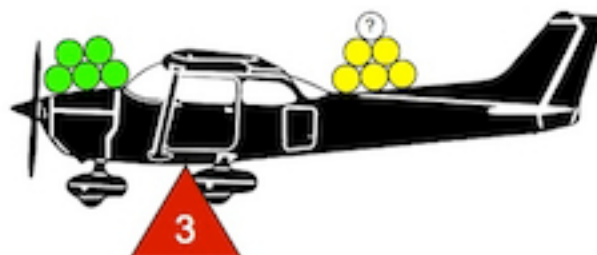
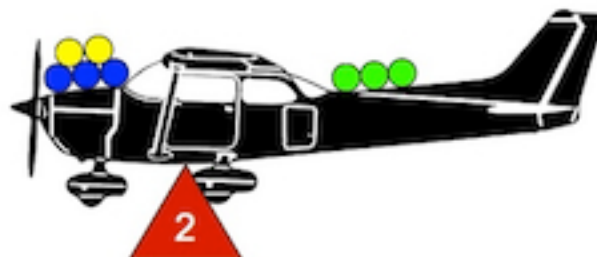
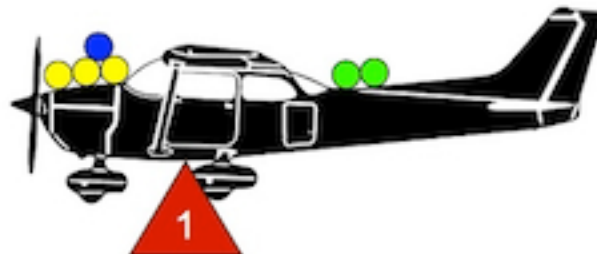
## Answer to last month's puzzle

Last month those pesky gremlins were back and they fooled with Brian's desk. The eleven items they changed were;

1. They put the phone handset on the phone base.
2. They moved the helicopter rotor blades.
3. They changed Brian's chair.
4. They changed the hacky sack.
5. They solved the Rubik's cube.
6. They changed the stocking cap.
7. They filled Brian's cup with coffee.
8. They closed his desk drawer.
9. They replaced the alternator with a different alternator.
10. They put a fire extinguisher on his desk.
11. They changed the picture on his computer.

Congratulations to **Dave Hill** who correctly identified all the changes.

How many blue circles are needed to balance airplane #3?



# EAA Chapter 932 News

## President's Message

From Bruce Schottland, President,  
EAA Chapter 932

It's hard to believe, but it has been a full year since I began my post as EAA 932 Chapter President. During that time lots has happened that we can all be proud of.

The chapter has grown and the meetings are being very well attended. The increased attendance and occasional special presentations makes each one more interesting, and frankly, more fun. It's nice to see friends once a month and to review and plan chapter progress.

We have had a lot of great events in the last year. We started with the Safety Seminar in March, which everyone will remember featured Jeff Skiles and Sam Heiter.

We had our first attempt at the "Barnstormers" fly in and pulled it off

in fine style.

Beth Rehm won the First Place Award at EAA AirVenture for our newsletter.

We also had some very successful and enjoyable Young Eagles rallies.

Most importantly, we have fine-tuned chapter operations, increased membership, made a little money and had a lot of fun along the way.

I'm sure I'm forgetting other achievements in the past year, but that's a lot of accomplishments and we have a chapter we should all be very happy to be a part of.

All of this only makes me more excited for this year. If you haven't been making it to the meetings or have not volunteered with us, make this the year you do it.

Let's make this year even better than the last one.



## Next EAA Chapter 932 Meeting

**Special Guest**  
**Transcontinental Ferry**  
**Pilot**  
**Lauren Cooper**

February 9th, 10:00 a.m.

Galt Airport FBO

## April 13 Fly-out to Kalamazoo Air Zoo

Instead of a general meeting in April, EAA Chapter 932 will be flying to the Kalamazoo Air Zoo in Michigan.

You may remember Eric writing about his visit to this museum in the December issue of GT (Beyond Mackinac, page 3). This is a great museum for aviation enthusiasts of all ages and there are a lot of rides and exhibits for children.

The plan is to meet at the Air Zoo at noon local time (which will be 11:00 a.m. Central). You can bring a packed lunch or eat at the museum cafe.

Kalamazoo/Battle Creek International Airport (KAZO) is class D and has a TRSA so you will need a

radio to enter their airspace and land there.

When you land tell the ground controller you are going to the Air Zoo and they will direct you to the Air Zoo ramp area. Parking is free and you just walk into the annex building.

General admission is \$10, or \$16.50 for the "Ultimate Ace Package," which includes all the rides. Children 4 and under are free.

Pilots and passengers should sign up on our notice board in the Galt FBO so that we can match non-flying members with pilots who can take them. If you can't get to the FBO just call the office at (815) 648-2433 and ask them to put you on the list.

For more information please contact Eric Rehm at [ericrehm@att.net](mailto:ericrehm@att.net). You can learn more about the Air Zoo on their web site at <http://www.airzoo.org>.

Lauren will give a presentation on her experiences working as a ferry pilot for Global Air Ferry Services. She is an accomplished aviator with CFI, CFII, MEI, AGI and ATP ratings and was recently hired at Skywest.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.



# Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: January 12, 2012

## 1. CALL TO ORDER

Meeting called to order at 10:05 a.m.

## 2. VOTING ITEMS

- a) Agenda; Bruce motioned, Dean seconded, all voted in favor.
- b) December meeting minutes; Walt motioned, Bob seconded, all voted in favor.
- c) December financial report; Bruce motioned, Bob seconded, all voted in favor.

## 3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Bruce picked up the library display cabinet last week. Lots of good videos in there. Still working to finalize the checkout procedure.

Planning for the June 15<sup>th</sup> fly-in is ongoing. Bruce has been in contact with type clubs and car clubs. Chapter service awards for last year were distributed to the board members.

## 4. COMMITTEE REPORTS

- a. **Aviation Club** - John Theriault, a former teacher at Woodstock North High School expressed his interest in getting involved in the aviation club. He and Bruce are planning to meet with school officials on Wednesday, January 30<sup>th</sup>.
- b. **Young Eagles** - Esther Medina is still waiting to hear back from boys and girls clubs to finalize dates for this year's events.
- c. **Membership** - Ed Moricoli, no new members this month.

## 5. OLD BUSINESS

- a. Chapter Library – as discussed
- b. Membership Chairman – Ed has volunteered to be the Membership Chairman
- c. Chapter Web Page – Patrick - Created new site with Wordpress. Can post comments. Discussion of creating a private section with member information (opt-in).
- d. 2013 calendar of events. February 9<sup>th</sup> - Lauren Cooper to present on trans-atlantic flights (confirmed). Still working on the safety seminar in March. Looking to have someone do a presentation on ForeFlight and ADS-B.

## 6. NEW BUSINESS

- a. Consideration of name tags for members - Mike will check on pricing from EAA and Office Depot.
- b. Chapter Survey. Sent out Thursday to 100 current and former members. Please respond so we can gauge chapter interest and collect ideas.
- c. Arnie mentioned that we may have a sponsor for EAA Air Academy

## 7. ADJOURNMENT/NEXT MEETING: Dave S motioned, Walt seconded, all voted in favor. Meeting adjourned 10:44AM. The next meeting will be held February 9, 2013 at 10:00 a.m. in the FBO.

*Following the January meeting eleven chapter members flew to Rochelle (KRPJ) for lunch at the Flight Deck Bar & Grill. Four completely different airplanes with vastly disparate airspeeds all managed to arrive within ten minutes of each other - how's that for excellent flight planning? Dave Spitzbart flew his Cessna 172 with passengers Mike Evans (Chapter 932 Secretary) and Steve Phillips and arrived first. Bob Forni flew Chapter 932 Treasurer Jean Forni, myself, and my husband Eric in the Bonanza and we arrived second. On the way we passed over the top of first Tom Hoppe in his Citabria with Scott Feeman and then Chapter 932 President, Bruce Schottland, in his J-3 Cub with Dan Vormittag. Tom then passed Bruce to land third and Bruce brought up the rear. It was a wickedly cold day and we much appreciated the ride on the golf cart from the ramp to the restaurant. We all had an excellent lunch and made it safely back to Galt before the winter storm arrived in the area. - Ed.*

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## Galt Airport/EAA 932 Calendar of Events

- February 9** EAA Chapter 932 general meeting, Galt Airport, 10:00 a.m. followed by a presentation by transcontinental ferry pilot, Lauren Cooper. For details contact Beth Rehm at [vp@eaa932.org](mailto:vp@eaa932.org).
- March 9** Tentative date for FAA Wings Safety Seminar, Galt Airport, 10:00 a.m. For details contact Bruce Schottland at [president@eaa932.org](mailto:president@eaa932.org).
- April 13** EAA Chapter 932 fly-out to Kalamazoo Air Zoo. For details contact Eric Rehm at [ericrehm@att.net](mailto:ericrehm@att.net).
- May 11** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C). Contact Esther Medina at [youngeagles@eaa932.org](mailto:youngeagles@eaa932.org).
- May 18** International Learn to Fly Day. Details TBD.
- June 8** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 15** Galt Airport Barnstormer Days Fly-in. For details contact Bruce Schottland at [president@eaa932.org](mailto:president@eaa932.org).
- July 13** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- August 17** Galt Airport Flour Bomb Contest.
- Sept 14** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- Oct 12** Tentative date for EAA Chapter 932 meeting at the Warbird Heritage Foundation at Waukegan.

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## Other Aviation Events

Find more aviation events online at the following sites;

[www.eaa.org/calendar/](http://www.eaa.org/calendar/)

[www.aopa.org/pilot/calendar](http://www.aopa.org/pilot/calendar)

[www.flyincalendar.com](http://www.flyincalendar.com)

[www.fly2lunch.com](http://www.fly2lunch.com)

[www.avweb.com/calendarevents](http://www.avweb.com/calendarevents)

[www.generalaviationnews.com/calendar](http://www.generalaviationnews.com/calendar)

## Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live safety seminars. Most of these programs qualify for FAA Wings Credit. Search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm?FA=SS&SA=ShowForm>

## FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faa.gov/SPANS/events/EventList.aspx>

## Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at [http://www.oshkosh365.org/ok365\\_contentdetail.aspx?id=1258](http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258).

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## EAA Chapter 932 Officers and Contacts

**President:** Bruce Schottland (847) 912-5122 [president@eaa932.org](mailto:president@eaa932.org)

**Vice President:** Beth Rehm (847) 530-8014 [vp@eaa932.org](mailto:vp@eaa932.org)

**Secretary:** Mike Evans (312) 445-8866 [secretary@eaa932.org](mailto:secretary@eaa932.org)

**Treasurer:** Jean Forni (815) 675-6897 [treasurer@eaa932.org](mailto:treasurer@eaa932.org)

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**Aviation Club Coordinator:** Vacant

**Young Eagles Coordinator:** Esther Medina (815) 648-4798 [youngeagles@eaa932.org](mailto:youngeagles@eaa932.org)

**Technical Counselor:** Vacant

**Web Site:** <http://www.eaa932.org>

**Facebook:** <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

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## Galt Airport Information



### Galt Field Airport

5112 Greenwood Road  
Greenwood/Wonder Lake  
IL 60097

### Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

**Airport Manager:** Justin Cleland

Phone: (815) 648-2433 Email: [FBO@galtairport.com](mailto:FBO@galtairport.com)

**Director of Maintenance:** Brian Spiro

Phone: (815) 648-2642 Email: [Maintenance@galtairport.com](mailto:Maintenance@galtairport.com)

**Office:** Anna Cooper

Phone: (815) 648-2433 Email: [Office@galtairport.com](mailto:Office@galtairport.com)

**Web Site:** <http://www.galtairport.com>

**Facebook:** <http://www.facebook.com/GaltAirport>



**AVGAS**

**Galt Tenant Price**

**\$5.41**

*(includes tax)*

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